

JAPANESE MARKET FOR WOOD PULP.

The American Consul at Christiania, Norway, wrote a few weeks ago to his Government enclosing translation (which we find in the United States Consular Reports for December), of a cutting from a Christiania paper of recent date, from which it will be observed that the Norwegian manufacturers of wood pulp are advised, by a very well posted authority, that Japan is likely to become a good market for their product. "It will also be observed that competition from America is feared. It appears to me that American wood pulp from the Pacific coast should be able to control the Japanese market." The extract is headed, "A New Market for our Wood Pulp," and is from the Morgenposten, Christiania, August 22nd, 1899.

"In a report from Minister Gude, regarding his mission to China and Japan, he states that in the last-mentioned country there might be found a considerable market for our exports of wood pulp for paper manufacture."

The minister believes that our enterprising exporters of wood pulp might be able to accomplish something in this branch there, as it still is new and but little worked. But all now depends on getting ahead of the Americans.

In the statistics for 1895, however, he has not found wood pulp specified as an article of import from the United States. On the other hand, he discovered several orders for wood pulp to Norwegian firms, so he reasons that the market could easily be secured and increased, if our exporters would make efforts in this direction.

In Japan, both common pulp and chemical pulp are needed; both kinds are used even now in large quantities by the largest paper mill there. The Japanese, with their great facility for imitation, have, it seems, also become desirous of manufacturing a different and finer paper than the soft and porous article which they have so far made from a pulp consisting of rice straw, papyrus, bark, etc., the same as is used in China. But for this, European wood pulp is needed, as the attempts to make wood pulp from Japanese wood have not met with success.

If the United States can send wood pulp to Japan, why may not Canada?

THE PARIS EXHIBITION.

The curious ingenuity of persons who wish to supply schemes to make the Paris Exhibition of 1900 attractive is described in the London Chronicle. Some of these proposals are practical, others useless and ruinously expensive, others again wildly impossible. M. Picard has received over 700 from various quarters, and of the vast majority it may be said that they are luridly fantastic.

One gentleman, who considers himself an authority on the public taste, proposes a constant repetition of the "Marseillaise," as an effective draw, performed not in the orthodox manner, but by means of steam whistles, whose brain-splitting screeching would instil a love of harmony and of the French national anthem into the souls of foreign visitors. Intending visitors will be glad to hear that the gentleman's proposal is shelved. Another inventor promises to prove beyond a possibility of doubt that the stars are uninhabited. He supplements the offer by another which would have commended him to inquisitors of the Middle Ages—namely, a demonstration that the earth does not revolve around its axis. Somewhat Biblical is the foundation of another proposal, which advises a reproduction of the Garden of Eden, with the incongruous addition of a variety theatre in its midst.

Bullfights in the south and the beast-fight at Roubaix have possibly prompted

the suggestion that a new Coliseum, identical with the one at Rome, should be erected in Paris for the exhibition. Lions and tigers, bears and panthers, could here tear each other to their hearts' content, and revive, for the benefit of Parisian holiday-makers, the bloody spectacle of a Roman circus.

Less sanguinary, but sufficiently alarming, is the proposal to lift carloads of visitors into the air and to send them down again by means of parachutes. As the height from which the amateur aeronauts will be dropped overboard from their balloon is put at anything between 300 and 1,100 yards, it may be confidently asserted that middle-aged ladies, inclined to obesity, will not be seen fighting for tickets at turnstiles. Of a not dissimilar nature is a project to press the Church of the Sacred Heart into the service of the Exhibition, and to connect it with the main show on the Seine by means of steered balloons.

A numerous class of proposals embody the employment of the Eiffel Tower in one form or another. An ambitious individual would set off the proportions of the tower by building a mammoth Arc de Triomphe over it. He does not state the time that would elapse before his building would be finished or how the money for the labor and material would be forthcoming. Similar trifles do not trouble the mind of the gentleman who would erect three new Eiffel Towers by the side of the present one; build a platform at the summit, and cap the whole by a fifth tower 600 feet in height. The invasion of the skies, however, finds a fitting counterpart in the suggestion to drive a shaft into the ground to the depth of 3,000 feet, the said shaft to be provided with restaurants, music halls, etc., for the benefit of those who prefer taking their meals in the atmosphere of a coal mine instead of above ground. The scheme, at any rate, has the merit of novelty. Similar proposals there are in abundance, all more or less useless and unpractical.

STREET RAILWAYS IN HAVANA.

On one day last week the different street railway interests in the city of Havana were consolidated at a meeting in the treasurer's office of the Havana Electric Street Railway Company, in this city, thus ending a contest begun more than a year ago. In December, 1898, a group of capitalists, comprising the International Bank of Paris, Hanson Brothers, of Montreal, and Col. G. B. M. Harvey, and F. S. Pearson, of New York, known as the Harvey syndicate, acquired all the existing railway properties in that Cuban city. There was in existence at the time one other concession known as the Torre Pla concession, covering about twelve miles of streets, the title to which was claimed by the American Indies Company, comprising those of the Ryan, P. A. B. Widener, R. A. C. Smith, Sir William C. Van Horne, William McKenzie, and others. The Harvey syndicate also claimed to own the true title to this concession. Litigation was begun by the two parties and has been continued through the year without promise of adjustment for some time to come.

In view of this state of affairs, Col. Harvey, on behalf of his company, began negotiations to bring about a settlement, which was finally effected by complete consolidation. Under the terms of the arrangement the Havana Electric Railway Company acquires the rights and shares of stock of the Havana Traction Company, to which the American Indies Company's claims had been assigned, and the owners of the Havana Traction Company becomes part of the Havana Electric Railway Company. The electric company reimburses the owners of the traction company for its

expenditures, and turns over to it a certain proportion of interest in the united company. Work was begun by the electric company several months ago, and it is now expected that a complete system of electric traction will be in operation by the first of June.

CHINA'S GREAT POSSIBILITIES.

A summarized glance at China's possibilities will show at once the good reason for all the newspaper reports and Government bulletins about our Chinese policy. China has an area of over 4,000,000 square miles, or greater than all the United States, a population commonly estimated at 350,000,000, or seven times that of the United States, and only 350 miles of railroad, or not one five-hundredth of the mileage in the United States. Imagine what will come when China is gridironed with trunk and cross lines. China has now an annual foreign trade of only \$250,000,000, or not \$1 per head. If we apply the six-dollar rate per head of Japan, or the ten-dollar rate of Java, we have, in using 250,000,000 as the most conservative estimate of China's population, the reasonable figures—when China shall be thoroughly opened and her Government reformed and strengthened like those of Japan and Java—respectively of \$1,500,000,000 and of \$2,500,000,000; for all experts agree that under like conditions the buying and selling capacity of the average Chinaman would equal that of the Japanese or Javanese. At the present moment, America's exports to China do not exceed, through all channels, including Hong Kong, \$30,000,000, while the official figures are still lower. If we look over the list of China's imports, we will find that over half of them could be supplied by the United States in successful competition with other lands, which fact applied to present imports of \$175,000,000, should make our share over \$115,000,000, or if applied to future imports of \$750,000,000 (the half of the first conservative estimate of total trade), the splendid sum of \$500,000,000.

If I were asked how long must we wait for such a vast trade, I would point to the fact that Japan developed her foreign trade from \$30,000,000, in 1879, to \$240,000,000, in 1897, or in less than twenty years; or from less than \$1 to \$6 per individual, as the population is now 40,000,000, against 33,000,000 twenty years ago. If it were contended that China cannot repeat or equal such a record or is too poor in money resources, the history of the Yang-tse Valley trade could be cited as an illustration of possibilities. When the Yang-tse—one of the greatest inland navigable waterways—was first opened to trade with the outer world, a few small steamers and \$500,000 represented the foreign portion. Now one can go from Shanghai to Hankow, 600 miles into the heart of China, on finer and larger craft than those which run from New York to Albany, and the annual foreign trade exceeds \$50,000,000, with only a few of the cities open as treaty ports, and much of the valley made inaccessible by local barriers of officialdom and taxes. If 10,000 miles of main and branch railroad lines are built south of the Yang-tse in the great reach of country between it and the Sekiang River system, and an equal amount to the north across and beyond the Yellow river to Peking, so that interior resources can be developed, products brought to market, and more imports bought in turn and conveyed inland, there will inevitably follow a development in these sections that should surpass the record of the Yang-tse ports.—From "Our Interests in China—A Question of the Hour," by John Barrett, in the American Monthly Review of Reviews for January.